

The Sydney Morning Herald.

No. 9993.—VOL. LXXI.

WEDNESDAY, JUNE 1, 1870.

PRICE TWOPENCE.

BIRTHS
MARRIAGES
DEATHS

ILLAWARRA, S. N. CO.'S STEAMERS TO WOLLONGONG.—Hunter, TO-MORROW, at 10 a.m. MURKIN, R. H., to Mrs. MARSHALL, Esq., of the 20th May, at Highrock, North Shore, Mrs. MARSHALL, Esq., of the 20th May, the wife of LOUIS ROSENSTEIN, of the 20th May, at her residence, Duxfield Park, Hunter River, New South Wales, died yesterday.
O. the 20th May, at her residence, 317, George-street, Madame JEANNE, of twins, son and daughter.
On the 20th May, at Woollahra, the wife of F. E. STEWART, of age, died.
THOMAS HESPELTON.

TEAM TO NEW CALEDONIA.—Steamship EAGLE, from Circular Quay, or about MONDAY, 6th June.

STEAM FROM MELBOURNE TO SYDNEY AND QUEENSLAND.—The steamship BLACK BIRD, 1000 tons, will be dispatched from Melbourne on the 4th instant, and from the Grafton Wharf, Sydney, on THURSDAY, the 9th instant, for BRISBANE and ROCKHAMPTON.

(calling at GLADSTONE if sufficient indemnity offered), taking passengers and cargo at reduced rates.
For all particulars apply to JOSEPH WARD and CO., Agents, 3, Bridge-street.

TEAM TO ENGLAND.—Passage money, £10 and upwards.

"EAGLE" LINE OF PACKETS, G. R. & A. BRITAIN, 3000 tons, 500 horse power, Lieutenant JOHN GRAY, R.N.E., will sail from Circular Quay, Sydney, on THURSDAY, the 15th JUNE, for LIVERPOOL direct.

This favouring steamer, so judiciously proportioned for her regular passage, will be dispatched punctually to date; and additional passengers are required to make early application for space.

Particulars as to rates of passage, dietary scales, plans of cabin, &c., can be had on application to G. R. & A. BRITAIN, 3, Bridge-street, Sydney.

BARQUE MEDA, from Liverpool.—TENDERS for REPAIRS to this vessel will be received by the undermentioned until noon of MONDAY, the 6th instant.

Barque MEDA, to be chartered to Captain B. K. COOPER, Exchange, from whom full information may be obtained.

SCOTT, HENDERSON, and CO.

WOOL and PASSENGERS ONLY.—FOR LONDON.—Clipper ship TIVERTON sailed first week in June, at Lloyd's, 674 tons register, Harry White, commander.

WILLIS, MERRY, and LLOYD, YOUNG and LAKE.

Wool received at Mardon's.

FOR LONDON.—The STRATHNAVER.

This favourable ship will be dispatched for the above port on June 1st.

Wool received at Fleet's Stores.

Has superior accommodation for saloon passengers.

For freight or passage apply on board, to Captain DEVEY; or to GILCHRIST, WATT, and CO.

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THE CARNIVAL AT ROME.

(From the Special Correspondent of the Times.)

ROME, MARCH 11TH.

The Carnival, all the people here say, is a deemed institution, losing year by year its Roman and mediæval character. It is nothing, they say, to what it was when half the people were in character or costume, when the Corso was a string of carriages, and when princes, duchesses, and countesses exchanged salutes and what not. Well, nothing is as it has been in this world. All its glories are fading. We shall never again see the Jews in the Ghetto compelled to pay the prizes to be run for, and themselves also made to strip, and run races in the Corso, through a gauntlet of horse-whips and heavy missiles. Cling as we may to the recollections of the last century, our own lot is cast in this, and we may congratulate ourselves that we do not live later down in the ebbing current of Time. The lament all last week was that no Romans were there; no nobles, not even the tradespeople. All took so much to heart the political state of Italy. But the weather, also, was bad; and masks, too, had been prohibited. So, excepting a few hundreds of people in some folly of costume, and here and there peasants with their big tambourines, there was only the continual warfare of comfits, which, though as persevering as bombardments, in these days becomes monotonous. But on Saturday Rome was gladdened with the sudden announcement that on the last two days—that is Monday and Tuesday—masks would be allowed. But it was too late to make parties, it was said, and going about alone in a disguise is an unsocial and rather fatiguing amusement. A man must have great energy and spirit to find continuous and varied amusement for a mob in an entirely new character a whole afternoon. The Romans used to go out in groups, and play pranks on other groups whom they might or might not recognise. Then, again, one heard that the Romans would have nothing to do with the Carnival, whatever might happen. The Roman nobility is about the most select, and some say the most worthless in the world. All this I can neither believe nor disbelieve, for I know nothing about them. Such a monstrous affair as this Papacy must have a tendency to stunt, to wither, and to spoil every human institution under its shadow. But the real truth, probably, is that the Roman nobility—nobility and gentry mean the same here—are neither better nor worse than most men under similar circumstances—under whatever circumstances perhaps, one ought to say. All the world comes here and takes note of their ways, and all the world traduces them exclusively, whether they deserve it or not. But the "Romans," I have to repeat, are shy of the Carnival. Perhaps the truth is, the English, Americans, French, and other strangers, having taken it on themselves, the Romans decline the competition and the free intercourse of the occasion. Tomfoolery with old friends and acquaintances, with a strong bond of traditional sentiment and humour, cannot be dilated and stretched to cosmopolitan dimensions. Well, it is Rome herself that brings the world here, as she has always done, and she must not complain if her Carnival is vulgarized, and even barbarized. Then, if any choose to be fastidious, there are plenty to take their place, for, besides strangers, the population of Rome has nearly doubled during the last half century.

With Monday came the masks, but with them rain and dirt, and I saw little of the Corso. Tuesday—Shrove Tuesday we call it—was to be the great day, and it was. From the Obelisk to the Capitol, it was difficult to push your way more than a yard at a time, even if comfits, flour, and exploded bouquets were pouring upon you. The general effect was as if a quarter of the population had tricked themselves out in the contents of old family chests, old clothes shops, and the old shops in the small streets about Covent-garden and Drury-lane. But an ordinary children's masquerade on Twelfth Day suggests it pretty well. You may throw in a few dozen groups of Ethiopian serenaders, without, however, blackened faces, chimney-sweepers on May Day, Christmas mummers, and, of course, as many clowns, harlequins, and pantaloons as you please. The masks are generally black silk, or more outrageously hideous. I got into the Corso at half a dozen different points, and at every one there were fellows talking and acting some part which amused the people, at the expense of some butt, unless they chanced to light on a tongue as sharp as their own, when the amusement was all the more. A big fellow with a tall cap and very motley apparel, but with a mouth like a well and a tongue like a dragon, appeared to single out the stout heavy Englishman as his object, and with plenty of words and suitable gestures, created a general merriment, in which the victim had nothing to do but join. The noise was deafening, and the house was deafening, and the closeness intolerable. All the time, and as the time was becoming short, the occupant of the balconies positively maddened at their work, emptying sometimes tubs of rubbish at one blow on the crowd below. By-the-bye, I have not mentioned that on every one of these eight days, not only both foot pavements, but also half the roadway becomes white with comfits before the end of three hours, and hundreds of old women and children are busy scraping them up for fresh use, somewhat dirty now, and not quite dry. The students of the French Academy prepared, and now most effectively manned, a huge fabric, representing two enormous sea horses, with Neptune or some sea god, standing between them, twenty feet high, I should think. The space between the sea horses was occupied by fishes, that wagged war with the balconies, with which they were nearly level. Then followed a long train of decorated wagons and shabby hack carriages, full of black devils in white dominoes, sailors, family parties, and boys and girls—nice-looking ones, too—who evidently cared not a bit what they were suffering, as they paid it in kind. Many discarded their wire masks, as being hot and preventing a correct aim. I saw only one man get out of temper, and he was, I think, a fellow countryman, of the paterfamilias class, with a pretty daughter ten or twelve years old. He walked up to a comparatively open spot at the end of the Condotti to look on, as he would have looked at Punch and Judy at home. Of course he was picked out at once from half a dozen balconies and retreated angrily pointing his umbrella. The rule is that nobody takes offence whatever is done, or whoever does it, but of course there are reasonable limits to the right of assault. One mode of offence—one among many—is ingenious and simple. Men are always looking up to the balconies for one reason or another, and in so doing are apt to show an interval between the throat and the collar. The thing is to drop a handful of comfits into that void. The comfits immediately disperse themselves pleasantly about the human figure, and, if there be what we call Wellington boots, settle finally under the soles of the feet, inflicting for the rest of the afternoon the well-known penance of the pilgrims to Loretto. But human ingenuity is inexhaustible for malice, though sometimes defeated in its best intentions. The

prettiest missiles are little comfits, consisting of small balls of comfit stuff, with coloured streamers to steady them. All this was going on faster and more furious than ever on Tuesday, when came the two guns, then two guns again. It was terrible to think of a mile race, with wild riderless horses, through such a mass and such a riot. However, the Dragoons came from the Obelisk, as usual, but not quite so fast. They returned at a somewhat better pace, but hugging one another very close in what seemed hardly ten feet of space. Having driven from Salerno to Pestum and back, four abreast, I know through how small a space four horses can manage to squeeze themselves. In ten minutes more a shout, and through a mere thread of an opening the seven horses came at a very good pace, but one behind the other, with small chance of their changing their places. This was two-thirds down the Corso—that is, towards the Capitol. With eight repetitions the poor brutes must become known: and, now I think of it, I have not before mentioned that for many days before the races they are led up and down the street, to train them in the way they should run. Rome is the great school of the world, and even horses here have taught that truth is one, and divergence error.

The race over, instantly begins the most extraordinary scene of the Carnival. Lights show themselves here and there—in the windows, in the balconies, and then below. Shortly there is an illumination, with brilliant pyramids and circles of gas; our friend Neptune is in a grand hub of Bengal lights. A gun fires, and thousands of voices cry "Moccoli!" and then this strange game begins. It is almost confined to the occupants of the windows and balconies, but they come close to the ground, and reach up a good way to the skies, while the balconies being almost continuous, there is plenty of amusement for the spectators below. Everybody carries a lighted candle, and everybody tries to put everybody's candle out, with the breath, or with flapping, or with throwing upwards, or dropping downwards.

Every house wages war with its neighbour; every story with that above and below; every window with the windows near; while in every balcony or window itself there rages intestine war. The little boys in the street climb up and carry a window by assault, dropping down the moment they have extinguished the lights. Handkerchiefs are tied in lines, and dropped to the windows below, or fastened at the end of sticks, and flapped to this side or that. Of course it is a very pretty sight, as Pepys would say, to see rows of ladies of good figure, gracefully, but very actively, defending, and all the time exhibiting their lights. The hangings of the balconies take fire occasionally, to the great delight of the mob below, but the prudent withdraw them in time. The general effect is that of an illumination, in which either you or the candles are tipsy. This goes on for an hour. The Ave Maria, which I think must be put off on this day, sounds, the soldiers, horse and foot, collect, form, and march off the Corso, and the Carnival is over. Not quite over, I must say. The illumination and the noise went on. There was a grand masked ball at the Colonna, for which all the people turned out at midnight, and with all the other masks in Rome paraded the Corso with music, and whatever was thought music, till three in the morning, when at last Rome was quiet, and Lent had begun. I must say that during the eight days these Saturnalia were in full possession of the Corso I never saw a case either of ill-feeling, of intoxication, or anything else one would not wish to see. One group, indeed, did look very like the company of a very minor theatre, but they were very quiet and dull enough. It was a game and nothing more; and the laws of the game seemed honourably observed. Could we have a thing of this sort in England? It is easy to say that nobody wishes it, but one may still regret that it should be utterly out of the question. Yet it is said England once had her Carnivals. As Rome has the reputation of being socially a dull place, and her nobility are just now said to do little to lighten the gloom, it is only fair to state that there has been at least a lively week or fortnight. Washington's birthday was celebrated on the 22nd ultimo, by a hundred Americans and their guests, when Mr. Buchanan Reid was voted into the chair by acclamation, and our Queen's health given and well responded to. There have been several balls and other entertainments in private houses, in which certain Christian ladies and gentlemen could find themselves under the same roof with Princesses and Marchionesses, on the condition of paying 20 francs a-piece to this or that charitable institution. The Salvata Aldobrandini, and Barberini Palaces have been opened to the world at Rome. There have been receptions at the French Embassy and the American Minister's. The German artists have given a grand fancyball. Last night four leading artists gave an entertainment, with pictures and music, to the whole fraternity at Rome.

THE ROAD STEAMER.

(From the Times.)
PROGRESS breeds wants. As one need is provided for a fresh need is born. So railways, invented to facilitate the operations of commerce and manufacture, have in their turn created a new requirement. Their enormous powers of absorption and transmission render a new mode of feeding them imperative, for animal power no longer suffices to bring them their supplies of freight. With railways, too, other growths have been going on. Huge factories have sprung up in quiet nooks, and their daily produce exceeds what the population of a great city could have achieved in a year's course by unorganised labour; mines, by the aid of improved machinery, yield up their wealth in quantities undreamt of in days of old, and the machines themselves are constructed of strength and bulk that even theorists would not have ventured on a generation back. To carry all this abundance from its sources to the railway, or to its special destinations, has long been too arduous a task for such feeble agents as carts and horses; and mechanical skill has for many years past been engaged in trying to make our great servant steam work upon common roads. Two radical difficulties, however, baffled the ingenuity and zeal brought to bear upon the problem. Ponderous traction-engines were built on various plans, but always with the result that the shocks experienced in running over hard roads occasioned continual breakages in the machinery. If, to obviate this as far as possible, the weight of the engine was increased, then the road suffered terribly. All kinds of contrivances were applied to meet the emergencies to which the engine was liable; claws shot out from the wheel to enable the machine to issue out of hollows, or to emerge from soft places into which it would sink from its own weight, but at the critical moment the claws were apt to break, while the havoc they made with the road was fearful. The claws were likewise needed to prevent the engine from slipping on an ascent. To the wheels of another form of engine cumbrous planks were attached, which revolved

with the wheel, and offered a kind of rail for it to run on, but this could not be made to work practically. The use of traction-engines, therefore, has been attended with great annoyance and expense, from the constant injuries to road and engine, caused by their contact with each other, and for this reason, though the supremacy of steam over horses would still assert itself when extraordinary loads had to be moved, traction-engines could not be employed for general purposes and regular traffic. But now the two difficulties have been overcome by the invention of the Road Steamer. The Road Steamer can run on any kind of road. It runs over hard roads and paved streets without jolting, over soft roads without sinking, over muddy roads without slipping; nay, it needs no road at all, for it can run with equal ease over grass fields, through ploughed fields, upon ice, through loose sand, and over frozen snow. Though small and light itself it climbs the severest gradients and draws enormous loads. It owes all its facilities and its exemption from the disabilities of other traction-engines to one device as simple as it is efficacious. The wheels, which are of great width, are surrounded by tires of vulcanized India-rubber. These thick bands of India-rubber enable the road steamer to float over the surface of the ground without the slightest damage to the road, while they likewise protect the machinery from all concussion. The intervention of the elastic tires between the wheel and the road acts, in fact, in the same way as if the engine were running over a tramway of India-rubber.

Mr. R. W. Thomson, C.E., of Edinburgh, the inventor of the road steamer, having experienced much annoyance from the defects of traction engines, and finding none able to do work for which he required them, conceived and carried out the idea of providing the wheels of a steam-engine to run on common roads with India-rubber tires of immense thickness. When the first patent road steamer was tried, some two years ago, its success was complete and far exceeded the expectations and hopes of the inventor. Since then he has been engaged in building numbers of these engines to send to all parts of the world, and the record of some of their performances, in the presence of engineers, agriculturists, and other practical men, will doubtless be found interesting. A three-horse power engine drew a boiler weighing 13 tons up an incline of 1 in 12, the ground being so slippery at the time from frost that horses could not keep their feet. The engine was run through a grass field without leaving a track, and again through a field covered to a depth of two feet with loose earth. A 10-horse power engine, weighing eight tons, ran with four waggon attached to it out to a colliery 12 miles from Edinburgh; there received a load amounting, with the four waggon, to 32 tons, making the weight of the whole 40 tons; and then returned up an incline of 1 in 16 to Edinburgh. It wended its way, with its train of 90 feet, with perfect facility through the narrow streets of the old town, which chancery on the occasion to be thronged with vehicles carrying people to some open-air festivity. It turned all manner of sharp corners, ran down the steep hill to Leith, entered a lane, and drove in through the gates of the factory, where it delivered its load. An engine was driven into a newly dug potato field, and there ran about in every direction, leaving the surface and made it perfectly smooth and even. It was clear, therefore, that if road steamers were engaged in hauling cannon, or whatever kind of road, a second engine following in the path of the first, instead of aggravating the holes and dents made by the artillery preceding it, would smooth them out and restore the road to a good condition for its successors. We learn that the Indian Government is about to inaugurate a new system of military transport by means of well-organised trains of road steamers, and that the first road steamer to be used for this purpose is being sent out by the Suez Canal.

Till within the last few months the advantages of the road steamer had been regarded as consisting entirely in its carrying powers, but during the past summer a new field of action opened out to it, which eminently enhances its value. The judges of the Royal Highland and Agricultural Society, held on Tuesday, August 17, on a farm at Liberton, near Edinburgh, a trial of the ploughs, reaping and mowing machines exhibited by them at their last show, and in their presence and that of a large assemblage of farmers and engineers, the road steamer accomplished what had been so much desired, but had hitherto been considered unattainable—ploughing by direct traction. With two double-furrowed ploughs attached to it, it commended its operations, and without a single hitch, difficulty, or impediment, drew four wide, deep, even furrows. It went straight from one end of the field to the other, then turned far more easily, and in less space, than the horses were doing, and ploughed its way back again, having on its return journey to plough up a hill with gradients of 1 in 12. It was a six-horse power engine, but its strength was greatly in excess of its work, so that it was requisite to keep the furnace door open, and it was evident it would have drawn six furrows instead of four. Occasionally its progress was too rapid to suit the convenience of the ploughman, but a single "whoa" from him checked it instantaneously. It was pleasant to contrast the smoothness and ease with which the engine performed its task with the desperate struggles of the horses ploughing alongside it through the stiff, heavy soil. The work done by the road steamer was as perfect as work could be, the ploughs being set as deep as possible, and the furrows entirely true and accurate. The surprising capabilities of the road steamer are due to the fact that, owing to the India-rubber tires, the wheels do not sink in the least degree on the softest grass land, and at the same time they bite the surface with such extreme tenacity that not the slightest slip is visible even when passing up the steepest incline. The engine runs in front of the ploughs on the unploughed land, whereby all possibility of compressing or poaching the soil after it is turned over is avoided; while on the unploughed land no indentation whatever is made, as the soft India-rubber cushions preserve it from all pressure. When the road steamer had completed its work all present expressed the greatest gratification, and the shields, which are removable, are not used for driving over ice or frozen snow, as on such surfaces iron will not bite, and here the India-rubber is of immense advantage, as it runs over them with perfect ease, and without slipping. In running through sand, also, as in Egypt, the shields are entirely dispensed with.

These engines are now being built for the most various purposes, both for home and foreign use, and are being sent to the remotest localities. To us, with our colossal undertakings and almost unlimited powers of production, the services of the road steamer will be of immense benefit, while in other countries and in

the colonies, where the means of transport are not so fully developed, its sphere of usefulness seems incalculable. In France it will be of the greatest value. The French, unlike ourselves, contrive to make their railways pay. They content themselves with main lines which take their course past the great towns, and dispense, as much as possible, with branches which run away with the dividends. But though this is very advantageous to the shareholders, it much retards the progress of farmers and manufacturers removed from the grand route, and to them the road steamer will be an extraordinary gain. One of these engines was recently shown in Paris, where it ran for some weeks with one of the great Versailles omnibuses, carrying fifty passengers, attached to it. It went up a paved street beside the "Trocadero," where the gradients are 1 in 9, crossed the "Rodd Point," at hours when it was thronged with vehicles and equestrians, and in the beautiful level Paris streets easily attained a speed of 12 miles an hour. It was then dispatched to a provincial town, where it was set to heavy work, and where its great tractive powers, its manageability, and its small consumption of fuel were fully displayed. It met with the warmest recognition in France, and promises to become speedily naturalised there. French manufacturers having already arranged to build road steamers of different sizes. The specimen engine—temporarily admitted by Ministerial authorisation—had to return to this country, as by the French patent laws the subject of every patent must be manufactured in France, and cannot, under any condition, be imported. For the conveyance of passengers and merchandise over the Alpine passes nothing could be found more effective than the road steamer, with its faculty of taking twice its own weight up inclines of 1 in 12. In the colonies, where the value of produce mainly depends on the facility with which it can be brought to the port, and where the difficulty of getting the crops to the harbour is often almost a matter of despair, the capabilities of the road steamer will be keenly appreciated. Road steamers are on their way to gold mines, copper mines, coal mines, and to do carrying service for planters.

The importance of the road steamer for military purposes, owing to its great power, its lightness, and its independence of regularly-constructed roads, was speedily perceived by several military engineers, who have followed its performances with deep interest, and at a very early stage of its history its special fitness for military requirements was ably discussed in a pamphlet by Captain French. Perhaps its chief merit, from a military point of view, is the non-injury to the roads. It is hardly possible to express this strongly enough, for not only does it travel over roads without the slightest injury to them, but actually repairs and improves them. Some artillery officers were very much struck by the fact when observing a road steamer, with a heavy vehicle attached to it, being driven round and round in a field thoroughly saturated with melted snow. The road steamer left the mere track in the slushy ground, while the wheels of the vehicle behind cut it into deep ruts. But as the engine passed over these ruts, when retracing the circle, it effaced them, and by-and-by being detached and allowed to run over the spot alone, it repaired the surface and made it perfectly smooth and even. It was clear, therefore, that if road steamers were engaged in hauling cannon or whatever kind of road, a second engine following in the path of the first, instead of aggravating the holes and dents made by the artillery preceding it, would smooth them out and restore the road to a good condition for its successors. We learn that the Indian Government is about to inaugurate a new system of military transport by means of well-organised trains of road steamers, and that the first road steamer to be used for this purpose is being sent out by the Suez Canal.

The ill-treatment that does not latterly appear to have been violent, and there is a trace in the letter either of a broken heart or of a depression rising to hysteria, for she drank a little, as testified by her lawyer, Mary Neale, and was, as we suspect from the bottle of laudanum found in her pocket, a little given to that theory of the tragedy is true, and it absolutely explains every fact down to the minutest detail, did ever French novelist tell a story so unlikely, so horrible, yet shot, as it were, with so many gleams from a higher and purer world? A woman consented to die from a fear of living longer in this world with a man whom she yet secretly hoped would accompany her through the endless perspective of the next?

It is remarkable that but for the doctor's evidence there would be another less bizarre and simpler explanation of this tragedy. Suppose the woman, weary, depressed, and it may be threatened by her husband, died suddenly on Wednesday night of suffusion of the brain, producing many of the symptoms of suffocation. Nothing would then be more natural, or more in accordance with precedent, than that Banks should have sat in gloomy remorse till Friday, and then, unable to bear his grief and remorse and sense of loneliness on earth, papered the grate and keyholes, and creeping under the bed to avoid the light of the dead, so awaited death and died. That supposition also explains all facts, and removes the stain of suicide from the wife; but against it there is the doctor's evidence and the letter to the unhappy woman's mother. We fear the former explanation is but too true, and if it is, no ghastlier story has ever been told in the long history of suicide.

THE OLD FORD TRAGEDY.
(From the Spectator.)
The verdict of the coroner's jury on the Old Ford tragedy was, as we believe, correct, and was certainly the one which it was most merciful to return. There are elements in the case, however, as we read the evidence, which make it absolutely unique, carry it into that region of incidents in which sanity seems to diminish the observer's power of thought, in which there is a horror beyond or below the natural horror created by crime. Edward Banks, a man of 42, with a temper liable to fits of depression and violence, was a builder in a small way, made some money, committed the fatal error of retiring young from business, found life too wearisome to bear, set up a linendrapers' shop, and failed, losing all the money he had made. Either from natural bad temper, or from the irritation of his losses, he took to ill-treating his wife, Emma, a woman two years younger than himself, and clearly a devoted partner, and on one occasion was sentenced to five years' penal servitude for beating her into hospital with the tongs. His wife, faithful, as women so often are to brutes, forgave him even this, and on his release on a ticket-of-leave, after four years' imprisonment, lived with him again; and again he so treated her that she became weary of her life, so weary that she resolved on suicide, and announced her resolve in the following letter to her mother, Philippe England, a bed-ridden old woman:—

12

Gretton Terrace.—My Dear

Mother,—

This

is

the

last

I

am

to

the

THE PRICE OF PRINCELY DECORATIONS.

(From the *Examiner* and *Advertiser*, London.)

We must congratulate the House of Commons on its fine assumption of official gravity. Any one who reads the report of the brief debate on certain sums voted in the Supplementary Estimate will be grateful to see that, with tempting opportunities for sarcasm lying on every hand, the House scarcely relaxed into mirth, and finished off its business in a highly decorous and formal manner.

Very few women have generosity enough to befriend one of their sex when matrimonial difficulties, if their friendship is to include their husband's.—*Saturday Review.*

are isolated. Especially are happy wives suspicious of those who have made shipwreck of their own reputation. They may be easily admitted into the heart of the charmed circle—if the husband is conspicuously indifferent to her; but an unhappy wife is held to be a kind of pirate in disguise, a rival who will steal away the husband's affections if she can, and on whom it is more than probable he will bestow them unasked.

Very few women have generosity enough to befriend one of their sex when matrimonial difficulties, if their friendship is to include their husband's.—*Saturday Review.*

MEDICAL CHEMICALS AND DRUGS.

THE AUSTRALIAN OINTMENT.—To be obtained from all respectable chemists and druggists.

THE DAILES.—Mrs. (the Widow) WELSH's Female Perfume.—A very elegant perfume, to be had by post; obtainable at Willow Cottage, 468, Elizabeth-street, opposite Belmont Gardens.

DARLINGHURST DISPENSARY, top of William-street, Sydney.—Mr. DENT has now in stock a well-assorted assortment of genuine Drugs, Chemicals, Patent Medicines, Perfumery, &c., requisite and domestic articles.

Prescription accurately prepared in accordance with British Pharmacopœia, 1860, &c. &c. Price 1s. 6d. per oz. for simple medicines. The trade supplied. Charges moderate.

JUST received by the undersigned, as Ponsens, Feeding Bottles and Indiarubber Teats, of various descriptions, court plaster, guinea flannel, tooth brushes, single and double teats, cut glass smelling bottles, marking ink, syringes, black glass medicine bottles, an extensive range of patent ointments of pure drugs and chemicals, camphor, tartaric acid, cream of tartar, camphor, camomile, mints, senna leaves, chamomiles, quinine, chloroform, glycine, essence of bergamot, essence of lemon, &c.

JAMES MOORE, Dispensing and Family Chemist, 36, South Head Road.

DEC. 1, 1870.—**J**OHNSON BROWN'S CHLORODYNE.—Vice-Chancellor Sir W. P. PITT Wood stated publicly in the House of Commons that Dr. J. C. Brown was the inventor of Chlorodyne, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been so reported to—*Times*, July 13, 1864.

JOHNSON explained he had gone in fitting up St. Patrick's Cathedral, Dublin, where the sum of only a fourth of it, or about £750, was consumed in acquiring for the Prince the honour of becoming a Knight of St. Patrick.

Now, there are some ingenious theorists on the subject of taxation who point out that the upper classes pay far more taxes than is supposed, in the shape of incidental expenses on luxuries, and also in the shape of the tax on personal property, as in the case of State diamonds. We should be glad to know whether the decorations mentioned above are luxuries; and if so, on what ground the country, instead of the person receiving these honours, should have to pay for the conferring of them. To the latter part of this question some sort of reply was given by Mr. Gladstone, the Minister. Mr. Kincaid had maintained that such decorations were either given for merit and distinction, or they were not. If given for any peculiar merit on the part of the recipient, it was clearly unfair to make him pay for the honour. If a man's services to the country were such as to entitle him to some mark of distinction, it is surely hard that you should make his service pay for the honour.

JOHNSON BROWN'S Chlorodyne is a certain cure in childhood dyspepsia diarrhoea, colic, &c.

AND, Dr. J. C. Brown's Chlorodyne, "is a certain cure for orthodox practitioners."

Of course it would not be thus singularly popular did it not supply a want and fill a place.—*MEDICAL TIMES*, January 13, 1866.

JOHNSON's Chlorodyne is the best and most certain remedy in coughs, colds, asthma, consumption, neuralgia, rheumatism, &c.

Dr. J. C. Brown's Chlorodyne is a certain cure in childhood dyspepsia diarrhoea, colic, &c.

POTATOES.—**P**OTATOES.—Prime sample Van Diemen's Land, 4s per cwt. L. Moran, Victoria Wharf.

POTATOES.—**P**OTATOES.—Prime sample Circular Head potatoes hourly expected. Bond, 6d. Stowes.

POTATOES.—Prime fresh samples, now landing, ex Ocean Bridge, 5d per cwt. Warrens.

WILLIAM BAYLIS, Market Wharf.

POTATOES.—Prime sample now landing, ex Malvern, from Warrnambool. Wilson, Hardy, & Co., Market Wharf.

COKE.—The finest sample Ceylon plantation in casks. J. R. CATTELL and CO.

LIVERPOOL COALS and fine SALT (in 3-lb. sacks), ex R.R.M. HENRY WHARF, Pitt-street.

NON SALE, 500 CASES GRAHAM'S, "Pioneer" KEROSENE OIL, in any quantity, at 2s per gallon.

R. J. HARDY, Lime-street Wharf.

FURNITURE ETC.

WANTED, to SELL, a first-class Cottage Piano forte, by Broadwood and Sons, nearly new. **HARDY, Brothers.**

WANTED, to SELL, two Walnut Cottage Pianofortes, by Bond, full compass. **HARDY, Brothers.**

WANTED, to SELL, Drawing-room Suites, walnut frames, in green silk rep, satin damask, green and gold, and crimson and gold. **HARDY, Brothers.**

WANTED, to SELL, Drawing-room Tables in walnut, with Chiffoniers, plate-glass backs, inlaid Card Tables, &c. Drawing-room Furniture in walnut wood, to match, at greatly reduced prices. **HARDY, Brothers.**

WANTED, to SELL, to the Trade and Parties Furnishing, the largest stock of Single and Double Iron Bedsteads, Stretchers, and Children's Cots in the colony, from 12d upwards. **HARDY, Brothers.**

WANTED, to SELL, Kitchen Dressers, Safes, Hardware, and every other description of Kitchen Furniture, 20 per cent. cheaper than any other house in the colony. **HARDY, Brothers.**

WANTED, to SELL, Library Drawing-room, and Bed-room Furniture of every description. **HARDY, Brothers.**

WANTED, to SELL, to the Trade and Parties Furnishing, the largest stock of Single and Double Iron Bedsteads, Stretchers, and Children's Cots in the colony, from 12d upwards. **HARDY, Brothers.**

COUGHS, COLDS, INFLUENZA, &c.—Mitchell's BALSAM OF VIRGINIA TURPENTER is the most effectual remedy for the cure of Public Health.

On calling for the cost of a pint, we expect the Prince of Wales to pay up in his honour, especially as his Royal Highness might have grave doubts about the play being worth the candle.

GENERAL MERCERISE.

FOR SALE, by the undersigned

BRANDY, RUM, GENEVA BEER—Tea, and Ind. Coops, and Co.'s CANDLES—Robins and Brandon's BLASTING POWDER—Kane and Co.'s WOOLFS, Sacks, Bagging, Twine

FENCING WIRE—No. 6, 10, and 12 OILS, Colours, and Paints—North British Colour Company

FORTABLE STEAM ENGINES, 5, 10, 12, and 18 H.P.—PAINTS—PAINTERS—PAINTERS, &c.

CENTRIFUGAL PUMPS—THERMATIC ENGINES and Steam Boilers.

GILCHRIST, WATT, and CO.

DAY and MARTIN'S BLACKING.—The undersigned (agents for Day and Martin) are prepared to execute trade orders for Blacking of their manufacture, at a liberal discount of 10 per cent.

YOUNG and LARK, George and Margaret streets.

COAL SCOOPS and COAL VASES.

A most beautiful assortment of new Patterns just opened for sale.

REMARKABLE.—The tailors of the colony in a shirt of mail remaining next to his knees, a surcoat of the same, with hatched edges, spreads on his shoulders. On his head a finely shaped, evidently German helmet, with a broad projecting front, not a moveable visor; his feet are in sandals of the rudest make; his legs, below the calf, are bare; his arms consist of a long dagger, a tremendous two-handed sword, which however, bears a deep resting mark on his right shoulder. This mark is covered by a white fawn blanket, which is worn, as an Irishwoman still wears, over his head; the lining of this garment is of a darker colour than the other side; the wearer is bare-legged below a sort of petticoat or kilt, which, like that of his officer, reaches to mid-leg; he is sandalled. The two other soldiers are also hatched. The hair of each man is left natural, and the hair of the two others is cut short, the eyes are cut, and the last two carry axes with long wooden handles, and one, probably the bugler to the wild boar, bears a great cow-horn. This pair have naked legs and feet; one is clad in a sort of spencer.

EXCLUSIVENESS OF WOMEN.—In nothing do women show their mastery over men more than in the extent to which they carry their exclusiveness. No woman in the world, not told of into existence, are so exclusive as the women of this colony.

They would suffer no long eyes to look over their fruits and doings. As a rule, it is not the man's fault that the English home is what it generally is. It is the wife who prevents all easy intercourse, all simple friendliness between her husband and other men, and yet more between her husband and other women. It is she who bars the house doors, and it is she who is always save with such persons as ceremonial as makes her wearing weariness to all concerned. The very woman who, spinster living with her sisters, is glad to have a facile unscrupulous society about her, as a wife sets her face decidedly against that kind of familiarity which lets a person feel at home in her house; and she does it with a good hand, very cheap.

GUNS, GUNS, and hand and hand very cheap. The Seaton Stock now ON VIEW. Stoves of all descriptions and prices, bronzed and Berlin black. Fenders, from the lowest figure to the most handsome and costly patterns; bright, hand, and cut steel. Fire irons of various kinds; bright, hand, and cut steel. Fire irons of various kinds; bright, hand, and cut steel. Fire irons of various kinds; bright, hand, and cut steel.

FLASSETTER and CO.

FOR SALE, double and single HYDRAULIC PUMPS.

TABLET and SON, Circular street.

FOR SALE.—One complete set BORING RODS.

LAIDLEY, IRELAND, and CO.

FOR SALE.—For DISPOSAL, in the Southern district, an unoccupied country PRACTICE, residing at about 10 miles from the sea, for £1000. For particulars apply to

ELLIOTT, BROTHERS, Pitt-street.

THE MEDICAL PRACTITIONERS.—For DISPOSAL.—A PRACTICE, in a populous part of the Western district; terms easy. Address A. B. care of Messrs. B. Bow and Co., 219, Pitt-street, Sydney.

FOR SALE.—For LEASE, Llooms, &c., of one of the best Public Houses in business part of the city, doing a good business. ANDREW ALLAN, Moreton-street.

TANKS, TANKS.—For SALE, 400-gallon Tanks. Apply E. E. SMITH, Smith's Wharf.

THE SYDNEY MORNING HERALD, WEDNESDAY, JUNE 1, 1870.

PRODUCE PROVISIONS ETC.

CHEAP GROCERIES, MEAT GROCERIES, &c.

At C. KIDMAN, 13, Pitt-street, Sydney.

Best white sugar, only 4d per lb.

Best full-weight spermaceti, 1d per lb.

Best mutton, 6d per lb.

Best oatmeal, 4d per lb.

Best sardines, 6d per lb.

Best loaf sugar, 6d per lb.

Best flour, 6d per lb.

CURRANTS, CURRANS.

Best currants in Sydney, 3 lbs. for 1s.

Best flour in Sydney, 5s 6d per lb.

White flour, 5s per lb.

Spiced ditto, 7s per lb.

Best potatoes, 3s per lb.

Best onions, 3s per lb.

Best carrots, 3s per lb.

Best turnips, 3s per lb.

Best parsnips, 3s per lb.

Best radishes, 3s per lb.

Best turnips, 3s per lb.

Best carrots, 3s per lb.

Best parsnips, 3s per lb.

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Best carrots, 3s per lb.

Best parsnips, 3s per lb.

AUCTION SALES

THURSDAY, June 2nd, 1870.
Office Furniture and Sundries.

JOHN G. COHEN will sell, at his Rooms, 143, Pitt-street, on THURSDAY next, June 2nd, at 11 o'clock precisely.
Office furniture, &c., &c.
Terms, cash.

On THURSDAY, said instant, at 11 o'clock.
Soda Crystals.
On account of whom it may concern.

Ex Stirlingshire, McCulloch, master, from Glasgow.

J. G. COHEN has been favoured with instructions from Messrs. Mason, Brothers, to sell by auction, at their Stores, 125, Pitt-street, opposite the Oriental Bank, 11 cases of wine, about 5 tons each, all more or less damaged.
Terms, cash.

THURSDAY, 2nd June.

On account of whom it may concern.
H. H. McCallum, master, from Glasgow.
More or less damaged by sea water.

PEEK and FRERICHS are instructed to sell by auction, at the Exchange Auction Rooms, 23, George-street, on THURSDAY next, at 11 o'clock.
In diamond, 5 caskets,
Nos. 5 and 6—2 cases copy books
Cheap novels, &c.
Terms, cash.

Younger's and Aitken's Bottled Ale and Porter.
Ex Stirlingshire.

On account of whom it may concern.
Under instructions from Messrs. F. Macaulay and Co.

R. F. STUBBS and CO. will sell by auction, at the Rooms, THIS DAY, June 1st, at 11 o'clock.
A diamond,
10 cases, each 4 dozen, Aitken's Farkirk ale.

38 cases, each 4 dozen, Younger's ale

4 ditto, each 4 dozen pints, ditto ditto

35 ditto, each 4 dozen quarts, ditto stout

3 ditto, each 4 dozen pints, ditto stout

More or less damaged.
Terms, cash.

On account of whom it may concern.

Salvo Goods from the Wreck of the Walter Hood.

R. F. STUBBS and CO. have received instructions from Mr. Montesano, Joseph, and Co. to sell by auction, at the Rooms, Bonds & Stores, 143, Pitt-street, on THURSDAY, June 1st, at 2 o'clock sharp.

The following goods saved from the wreck of the Walter Hood, viz.:—

50 over 400 household Berry's ale

W in diamond—14—14 ditto rum

14 ditto—15—quarter casks whisky

Wines in diamond—ditto ditto brandy

Port in diamond—ditto ditto sherry

Port in diamond—ditto ditto port

10 ditto ditto ditto ditto ditto

1 ditto ditto ditto ditto ditto

1

THE SYDNEY MORNING HERALD, WEDNESDAY, JUNE 1, 1870.

FUNERALS.

THIS FRIENDS of Mr. HENRY QUODLING are respectfully informed that the Funer of his late wife will move from his residence, 53, Bourke-street, South Head, at half-past 2 o'clock THIS (Wednesday) AFTERNOON, at the hands of Mr. STEWART, Undertaker.

THIS FRIENDS of Mr. JOHN STEWART are respectfully invited to attend the Funer of his deceased DAUGHTER, Louisa Beatrice; to move from his residence, corner of Buckland and Wyndham streets, THIS (Wednesday) AFTERNOON, at half-past 2 o'clock. THOMAS DIXON, Undertaker, 21, South Head Road.

THIS FRIENDS of Mr. F. A. BEARLE are invited to attend the Funer of his deceased STEPSON, James, 18, Moore Street, Paddington, this Saturday, Prince-street North, TO-MORROW (Thursday) MORNING, at a quarter to 11 o'clock. JAMES CURTIS, Undertaker, 69, Hunter-street.

THIS FRIENDS of Mr. EDWIN SIDNEY WILSON are respectfully invited to attend the Funer of his late husband, Mrs. Wilson, Blundell Park, Rosa Price; to move from his residence, Market-street West, THIS (Wednesday) AFTERNOON, at half-past 2 o'clock. THOMAS DIXON, Undertaker, 14, York-street.

LUNERALS—WILLIAM DIXON, Undertaker, begs to inform the public that he has opened a cash account, 822, George-street South, Railway Bridge, and will conduct Funerals cheaper than any house in the trade. Best State Hearse, &c., in the colony. Please note the address, 821, George-street South, Railway Bridge.

GOVERNMENT NOTICES

Department of Public Works, Sydney, May 25th, 1870.

TENDERS FOR PUBLIC WORKS.—AN. SUPPLIES.—Tenders are invited for the following Public Works and Supplies. For full particulars see GOVERNMENT GAZETTE, a file of which is kept at every Post Office, or at the Government Stores, Pitt-street.

No tender will be taken into consideration unless the terms of the notice are strictly complied with.

The Government does not bind itself to accept the lowest or any tender.

Dates to which tenders are to be received at this office.

Nature of Works and Supplies.

Repairs, &c., Lunatic Asylums, Parramatta.

Repairs, &c., Light-houses, South Head.

Advertising at Railway Stations.

Steam Tug "Dredge Flotilla."

Repair of Watch Tower, &c., Wagga Wagga.

Erection of Telegraph Station, Moulamein.

Alterations to Court-house, East Maitland.

Construction of a Wharf at Greenwell Point.

Alterations to Court-house, Bathurst.

Alterations to Watch-house, Wenty Beach.

Alterations to Watch-house, North Shore.

Alterations to Watch-house, Balmain.

Alterations to Watch-house, Newtown.

Erection of a Watch-house and Stable, Ryde.

Construction of Telegraph Line from Bathurst to Carcoar on Tuesday, 5th July.

* Fresh tenders are invited on an amended specification.

JOHN SUTHERLAND.

PUBLIC COMPANIES

BRITISH-INDIAN SUBMARINE TELEGRAPH COMPANY (Limited), in connection with the Anglo-Mediterranean Telegraph Company (Limited),

Plymouth-Gibraltar and Malta Telegraph Company (Limited), and the

Marseilles, Algiers, and Malta Telegraph Company (Limited).

Direct Submarine Telegraphic Communication with Europe and America, via Red Sea, Egypt, and Malta.

The British-Indian Submarine Telegraph between Bombay and Ceylon is now open for the Transmission of Messages to Aden, Egypt, Europe, and America.

The following tariff has been arranged for the transmission of messages from Bombay:—

RAVES FOR TELEGRAMS OF TWENTY WORDS.

Aden 21 0

Algiers 21 0

Portugal 21 0

Austria 21 0

Russia 21 0

Boden 21 0

Tripoli 21 0

Bengal 21 0

Bavaria 21 0

Russia, Asia, west 21 0

Belgium 21 0

Russia, Asia, east 21 0

Goth 21 0

Serbia 21 0

Spain 21 0

Sweden 21 0

Switzerland 21 0

Great Britain 21 0

Ports 21 0

Turkey, Asia, east 21 0

Portugal 21 0

Germany, North 21 0

Switzerland 21 0

Greece 21 0

Turkey 21 0

Great Britain 21 0

Ports 21 0

Turkey, Asia, west 21 0

Malta 21 0

Half the above rates for every Additional Ten Words.

SPECIAL RATE FOR TELEGRAMS OF TEN WORDS.

Alexandria 1 7 0

Great Britain and Ireland 1 0 0

Oceania 1 0 0

Suez 1 7 0

Malta 1 4 0

Arrangements have been made by which telegrams from Australia may be sent to Egypt, Europe, and America, by the Great Eastern.

The above company's system of telegraphs will consist of submarine cables between India and Great Britain and France, and of a land line through Italy, all to be worked by English clerks under one management, thus avoiding the expense of separate management, necessarily incident to land lines through semi-civilised countries.

The Chartered Mercantile Bank of India will receive deposits of not less than £50, to be applied to the payment of telegrams sent by this company's line.

Funds can be remitted by opening a deposit account with the Bank of Egypt, can have the balance transferred to the Chartered Mercantile Bank of India by instructing the Bank of Egypt to that effect.

Depositors will have to send their messages under cover to the "Telegraph Office, Galle," addressed in the following manner:—

A (sender's name) Stacey, Bombay.

B. (receiver's name and address) Teat, Stacey.

The telegram will be sent on re-addressed in the following form:—

B. Teat, Stacey.

The sender will thus have to pay for signalling the two extra words "Stacey, Bombay," only between Galle and Bombay.

Arrangements have been made with the Indian Government, and all messages addressed to the British Indian Company, or to the undersigned, to be sent from Galle to Bombay without prepayment. The trifling loss occasioned by having to send these additional words over the Indian line may be easily met, giving directions in writing, to the underwriters for sum insured to be deducted from the premium, in which case the receiver's name and address need not be signified in the text; but while undertaking to use every care to prevent mistakes, the company could not be held responsible for any damage or consequences of any error which might arise in addressing messages.

The local Indian charge, as well as this company's rate of remittance from Bombay, will be deducted from the sum deposited with the Chartered Mercantile Bank.

The Chartered Mercantile Bank of India will receive individual statement to each depositor, showing the amounts withdrawn from his account, and the balance in hand.

The bank will not accept the messages for remittance of funds to the British Indian Company's route.

For further particulars apply to

GEORGE B. STACEY,

General Superintendent.

Bombay, 26th March, 1870.

UNIVERSAL LIFE ASSOCIATION OF AUSTRALIA (Limited), Chief Office—35, Cornhill, London. Paid up Capital, £250,000.

W. H. MACKENZIE, Jun., Agent, 6, Pitt-street.

LONDON and LANCASHIRE Fire and Life Insurance Co., W. H. Mackenzie, Jun., agent, 96, Pitt-street.

NATIONAL MARINE INSURANCE CO. of S. A. W. H. Mackenzie, Jun., Agent, 96, Pitt-street.

AUSTRALASIAN INSURANCE COMPANY LTD., LIFE AND MARINE.

Head Office—Collins-street, Melbourne.

The undermentioned are proposed to issue Policies on every description of marine interest, to cover current terms Marine losses made payable in India, China, London, or any of the Company's Colonial Agencies.

MONTEFIORI and MONTFIORE, Granville-street, next Bourke-street, Melbourne.

A USTRALIAN GENERAL ASSURANCE COMPANY, Pitt-street, Sydney.

MAINE INSURANCES selected at low rates, terms of premium, particulars of which can be obtained at the office.

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